

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,310 號壹百叁千叁萬壹第 日叁十月玖年六十二緒光 HONGKONG, MONDAY, NOVEMBER 5th, 1900. 壹拜禮 號伍月壹十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

## THE PUREST AND BEST CONFECTIONERY.

THE MOST TASTEFUL AND PLEASING CHRISTMAS CARDS.

A. S. WATSON & CO., LIMITED,  
CONFECTIONERS,  
HONGKONG DISPENSARY.  
ESTABLISHED A.D. 1841.

## CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong for over half a century.  
Apply to G. C. ANDERSON,  
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SQUARE BOTTLE WHISKY  
The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for—  
LANE, CRAWFORD & CO.  
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This World-renowned Fine OLD HIGHLAND WHISKIES are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of G. C. ANDERSON, No. 13, Praya Central.  
Hongkong, 26th July, 1897.

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PRICE \$10.75 PER DOZEN  
NET

Blend of Selected Distillations of the Finest Scotch Whiskies  
Apply to  
SIEMSEN & CO. Hongkong.

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TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour

8.30 a.m. to 9.30 a.m. Every ten minutes

9.30 a.m. to 10.45 a.m. Every quarter of an hour

11.30 a.m. to 3.30 p.m. Every quarter of an hour

3.30 p.m. to 6.30 p.m. Every quarter of an hour

6.30 p.m. to 8.00 p.m. Every ten minutes

Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

Extra Night cars at 11.30 and 11.45 p.m.

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8.15 a.m. to 10.15 a.m. Every half hour

10.30 a.m. to 11.00 a.m. Every ten minutes

Noon to 2 p.m. Every quarter of an hour

2.45 p.m. to 8 p.m. Every quarter of an hour

Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st May 1899.

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THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOL" CYCLES, and we also supply fitting of every description. Repairs can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.

MCKIBDY & CO.,  
43 & 45, QUEEN'S ROAD EAST,  
Hongkong, 3rd November, 1899.

## RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal).

LAUTS, WEGENER & CO.  
Sole Agents.

Hongkong, 17th May 1895.

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PORTLAND CEMENT.

\$5.00 per Cask of 37½ lbs. net ex Factory.

\$3.00 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 2nd July, 1900.



Telephone 75.

The most popular of Light Beers; there is never any sediment in KUPPER BEER, it is always bright and sparkling.

15, Queen's Road, Hongkong.

SOLE AGENTS.

CALDBECK, MACGREGOR & Co.,

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## COTTAM & CO.

NEW AUTUMN GOODS.

AMERICAN BOOTS and SHOES.

WOOLLEN UNDERWEAR.

HATS, SHIRTS and EVENING GEAR.

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## WINTER SEASON.

## LATEST LONDON FASHIONS.

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DRESS SUITS from ... \$45.

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NOBOLK JACKET SUITS from ... \$35.

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## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

## SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

## ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

## THE ELITE OF WHISKY—

## THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

## C. P. & Co.'s OWN SPECIAL,

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

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ALWAYS ON HAND THE BEST MARKS

FROM

"LA INSULAR" and "LA PERLA DE ORIENTE" FACTORIES

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Entrance: ICE HOUSE STREET (New Victoria Hotel).

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## SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

## TONIC AND REFRESHING.

SOLE AGENTS—

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CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS,

HONGKONG.

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The Attacks on Peking, by A. B. Freeman-Mitford, C.B. \$3.50

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Sailing Alone Around the World, by Joshua Slocum, Illustrated 5.00

Chaplain in Khaki—Methodist Soldiers in Camp, on the Field, and on the March 1.75

China's Open Door, an Historical Sketch, by Roushville Wildman, Illustrated 3.50

La Chine Qui S'ouvre, by René Pinon and Jean de Marcellas, Avec Carte de L'Extrême-Orient, Plans de Changhaï et Hongkong 2.00

The Story of South Africa, by W. Basil Woodford 1.00

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China in Decay, the Story of a Disappearing Empire, by Alexis Krassie 3.50

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Russia Against India, by A. R. 3.00

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## AERATED WATERS.

## LEMONADE.

## SARSAPARILLA.

## TONIC WATER.

## SODA WATER.

## GINGER ALE.

## RASPBERRYADE.

## LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers 38a]

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SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.

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MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.

"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. "CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent ... THOMAS SKINNER.

Superintendent ... ARCHIBALD BITCHIE.

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## W. BREWER & CO.

## CHRISTMAS CARDS FOR HOME MAIL.

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The Master Christian by Marie Corelli \$1.50

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## THE GRAND PRIZE

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

## JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

## H. PRICE & CO.,

12, QUEEN'S ROAD.

## THE ROYAL PIANOS.

TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE TO INTRODUCE

RACHALS' PIANOS, "THE EVERLASTING" SIX MORE UNPACKING

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH BY THE MAKERS AND OURSELVES

## THE ROBINSON PIANO CO., LD.

E. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER.

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used Postage Stamps in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent Discount Allowed. [1896

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## PHOONMULL BROTHERS.

57 & 59, QUEEN'S ROAD CENTRAL.

WHOLESALE & RETAIL IMPORTERS

AND EXPORTERS, HAVE FOR SALE

Indian, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles.

Oriental Embroidery, Bags and Carpets.

Jewelry, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy Goods.

GIVE US A CALL.

Hongkong, 2nd November, 1900.

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## Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7

## INSURANCE.

## THE STANDARD LIFE ASSURANCE CO.

is one of the largest and best known of the BRITISH LIFE OFFICES.

Funds exceed Nine Millions Sterling.

Annual Revenue over One Millions One Hundred and Fifty thousand.

For full Particulars, rates, &c., apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 9th November, 1900. [1-1873

## HOTELS.

## HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

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## THE PEAK HOTEL.

City Office: 7, Duddell Street.

## HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the Tram Terminus.

Tel. 58.

For Terms, apply to the

Hongkong, 2nd July, 1900.

MANAGER.

## THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

## FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE.

## THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

A. FONSECA,  
Manager.

Hongkong, 1st December, 1899.

## HING KEE HOTEL.

(Established 1873)

MACAO.

THIS First class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HINGKEE" [1919

## VICTORIA HOTEL.

SHAMEN—CANTON.



## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED 1841.

## CONFECTIONERY.

SHIPMENTS FOR THE NEW SEASON  
HAVE ARRIVED.

## INCLUDING

Confections of all kinds, from simple  
articles to the FINEST and MOST  
DELICATE productions of the best firms  
in Europe.

CADBURY'S CHOCOLATES

IN ALL VARIETIES.

## PASCAL'S SPECIALITIES.

Jordan Almonds. Smyrna Rahat,  
Vanilla Pralines. Montelimart Mongat.  
Royal Pralines. Amandes Abonkirs.  
Dragées. Crèmes.  
Fondants Fourrés. Chocolatines.  
Marzipan. Mongatines.  
Apricotines. Fondants.

Fried Pralines, &amp;c., &amp;c., &amp;c.

## ALSO

CHRISTMAS  
AND  
NEW YEAR CARDS  
IN GREAT VARIETY.A. S. WATSON & CO.  
LIMITED,

HONGKONG DISPENSARY. [29]

## MARRIAGE.

At No. 1A, Nanking Road, Shanghai, on the  
31st October, at 8.30 p.m., in the presence of the  
U. S. Vice-Consul, Dr. J. R. Hykes, by Rev. J. L.  
Stewart, assisted by Dr. Henry M. Woods, Rev.  
Lacy L. Little to Miss ELIZABETH C. DAVIDSON.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CH.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 4th, 1900

The action of the Allies in the north which is reported by our London telegram is, it is to be presumed, part of the general plan of operations under Count von WALTHER'S command. What that general plan is, we have no means as yet of knowing; but it is plain that it includes a forward movement of a more extensive character than was at first anticipated, outside military circles at least. The operations in Southern Chihli have resulted in the practical clearance of the Boxers and disbanded troops from the environment of Pootungfu, and it appears that the Germans and British at least, if not any other of the allied forces, have pushed on rapidly toward the Chihli-Shansi frontier. Finding the Chinese holding the Tschingking Pass, the Anglo-German contingent proceeded to carry that pass, the necessary flanking movements being entrusted to the Bengal Infantry. This advance is in logical accordance with the warning given that hostilities cannot cease until China gives the Powers the necessary satisfaction. This is precisely what the Imperial Government delays doing. Various conflicting edicts have been issued, some going half way to meet the wishes of the Powers, others defiant; and plainly there is no unity of sentiment yet at the Court nor honest intention on the part of the majority to give reparation for the crimes committed against foreigners. The Emperor can at present have little voice in the matter of Decrees, and if Prince Tuan has actually fled to Mongolia, we may perhaps be right in assuming that the Emperor's Dowager the main control—if such it can be called—of affairs at Court. While this dishonest and vacillating policy continues, the Allies have no option but to prosecute hostilities with all possible vigour before the winter sets in. Shang-

hai rumours suggest that there is a want of unity once more among the Powers and that several nations are disregarding Count von WALTHER'S commands. It seems, however, that Great Britain is acting loyally in the spirit of the compact and the battle on the Shansi frontier confirms this idea. The full story of the capture of Pootungfu is not yet to hand. The Tientsin correspondent of the North China Daily News telegraphed on the 30th ult.:—"The column 'is returning from Pootungfu. The French 'action has entirely subverted the plans of 'the Allies. The British will not stay at 'Pootungfu. One third of the German 'force will probably occupy the city with 'the French." Later he modified this statement, saying that news direct from Pootungfu threw a more favourable light on the situation, and that the British were represented in the occupation of the town. The facts of the case we shall probably hear some day, though we may have to wait for the home papers for the information, as has been the case more than once during the present crisis. To a certain extent we cannot complain of the suppression of news, when, as so often happened in South Africa, it is impolitic to allow plans and movements to become public property before they are beyond the danger of frustration. The ignorance in which we are kept is unfortunately none the less tantalising for this. As items of news come to hand, bit by bit, we begin to have some idea of what is going on and even of the course which events may take. So now we are at liberty to think that the forward policy will continue as long as possible until the Chinese Government desists from its present line of conduct and shows a genuine desire for peace, which must be evidenced not by mere protestations but by the actual surrender of the arch-criminals, which the Powers demand as an earnest of that desire. Hitherto the obvious intention of the Court has been to pretend anxiety to give satisfaction while by various ruses the escape of the guilty parties has been contrived. If Prince Tuan is now out of reach, and two or three of his worst associates "officially dead," it will be practically impossible to secure their persons. But it is not impossible that they should be proscribed and all their honours, and what will affect them more, all their property taken from them. This latter item may well go toward the indemnity which China will have to pay when the settlement at length comes. It will be noticed that native official reports of the demands of the Foreign Powers put the indemnity at four hundred million taels, to be paid off in instalments in the space of sixty years. We refrain from comment on the terms of these reported demands, as there is no confirmation of them from non-Chinese sources; but it may be noted that though Prince Tuan's perpetual imprisonment is stipulated in them nothing is said of the punishment of others almost as guilty. If it be thought that such punishment is assumed as a preliminary to peace, we may well ask, Why then is Prince Tuan's execution not to be a preliminary, since he is the worst offender? There are many other points in the demands which would invite criticism, were the authenticity of the document guaranteed. It is clearly waste of time to discuss them without this guarantee. But we hope that the actual demands will differ in many particulars from those which appear in the Chinese version.

Consul-General and Mr. Wildman have returned to Hongkong from Manila.

A Chinaman fell from a scaffolding at Hong-hom Dock on Friday last and was killed.

Mr. George Grimble's Organ Recital takes place this afternoon at the Union Church, at 5.45 p.m. The programme appears in another column.

A powder magazine was exploded at Nanking on the 30th ult. by lightning. There were many killed and injured and much property was destroyed.

On Saturday night a Chinaman was found lying down in Aberdeen street with a fractured skull supposed to have been caused by a fall from a verandah. He was taken to the Government Civil Hospital, where he died shortly afterwards.

Chun Yik Tung, 36, said to have been a cook at Thomas's Grill Rooms, on Saturday night fell from the roof of a house at 36 Aberdeen Street. He was picked up by the police and conveyed to the Government Civil Hospital, where he died three hours later.

No fresh plague cases or deaths were reported during the 24 hours ending on noon on Saturday. This makes the seventh day without a case of plague. It will be remembered that the practice hitherto ruling has been that when seven consecutive days have passed without a case of plague occurring the port is declared free from infection.

The following cable message was despatched on Saturday night by the German commercial community at Hongkong:—

To His Excellency the Chancellor of the German Empire, Count von Hohen, Berlin. The German commercial community of Hongkong respectfully beg to express their appreciation of the Anglo-German Agreement with reference to the situation in China. Hongkong, 3rd November 1900.

Major William B. Schofield, U. S. Volunteers, at present at Manila, has been appointed additional paymaster with the Peking Field Force.

A football match played at the Happy Valley on Saturday between teams of H.M.S. Tamar and H.M.S. Argonaut (gun-rooms) resulted in a win for the former by one goal to nil.

On Saturday morning the Fire Brigade was turned out to a fire at No. 143, Des Vœux road, an earthenware shop. They found some wood-work in the kitchen ablaze but soon extinguished the flames.

To-day at 4.30 p.m. the Hongkong Football Club play a match against the Royal Welsh Fusiliers, company not specified. The entries for the Challenge Shield competition, we are informed, will close on the 15th prox. With the return of the R. W. F. a good season will be anticipated.

According to Mr. Acting Consul J. Stewart Black's report on the trade of Oiliengma for last year, the imports from Yunnan were estimated at about 600 mule loads. The number of mules engaged in this trade in 1898 was reckoned at about 1,000. The principal merchandise imported is opium, native lates, beeswax, silks, and fur jackets, but the total value of the whole trade does not exceed £12,000.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the followings donation to the funds of the Hospital:—

Chuen On Fire Insurance Co. Ltd.	\$25
Man On Marine	" 25
Tung On Fire	" 10
Mak Lai Tung	" 10
Kwang Tung Yuen	" 5
Kwan Wo Yuen	" 5
Sums under \$5	43

Amest the late shipment of horses at San Francisco for the German Government: the S.F. Call says:—A great deal has been written about the quick despatch given the German transport Samoa. It took two days to put 650 horses aboard her. In four hours 733 horses were put aboard the United States transport Strathgyle. The Strathgyle is the best fitted out horse transport in the world, and the Samoa is away behind her both in her electric fittings and appliances for the comfort of the animals.

Accompanying the announcement of Mr. Winston Churchill's success in his parliamentary candidature, comes another and much greater success in life. He has won the hand of Miss Muriel Wilson, the youngest daughter of Arthur Wilson, master of Tranby Croft, where the Prince of Wales and Sir William Gordon-Cumming played the baccarat that shocked British society a few years ago. Miss Wilson is called the best amateur actress in England, and according to a London paper, is tall and stately, with a figure superb and striking.

A gang of "beachcombers" of different nationalities, numbering eleven, stowed away on board the s.s. Arab while she was in Kobe last month. They managed to hide themselves in the after-hold till the pilots had left the ship, and then came on deck. It was then impossible to put them ashore, and the only remedy left was to make them work their passage to Manila, where, on arrival, they were handed over to the police. According to what their leader informed a Manila Times reporter last Tuesday they had plenty of work to do, but complained that the food given them was both insufficient in quantity and bad in quality. They were under the impression that as they had worked their passage across, they had paid for their trip. They were doomed to disappointment, however, adds the Times, and will appear before Judge Whitsett to answer a charge of stowing away, thus depriving the Arab of the passage money due in the ordinary manner: they seem to be of opinion that they are entitled to some consideration in view of the hard work entailed in looking after horses which were also shipped on the transport.

Captain Hixson, R. N. who had command of the Salamis with the Australian contingent to China, and who was compelled to give over command to Captain Gillespie R. N. in consequence of ill-health, has returned to Sydney where he has been airing his opinions about Hongkong to a representative of the Sydney Mail. In the first place he says that Hongkong in the summer time is one of the hottest places on earth. As a port, its trade is immense, and when the Salamis was there, in addition to a navy of merchant vessels, warships were arriving and departing every day. The utmost haste was exhibited by all callers, states Captain Hixson, and directly everything needed was aboard the Salamis she steamed away full speed for the seat of war. Of course the presence, even for so short a time, of many foreign officers of distinction caused a good deal of excitement. Captain Hixson found that in the courtesies which were incidental to the time he was by no means overlooked. He was hospitably received by the Governor, Sir Henry Blake, and most kindly entertained by Commodore Powell, R.N. naval officer in charge at Hongkong, who will be remembered in Sydney, years ago, as first-lieutenant of the Nelson, under Commodore Erskine. By invitation, Captain Hixson stayed at the Commodore's house in the "Belgic," "Hongkong is a stirring place," the Captain declares. "To see the tremendous air of its population, note the varied races, followed there, and then realise that 300,000 people of whom 10,000 are Europeans, make the port their headquarters, suggests that it is hardly credible, as is the fact, that 50 years ago the locality was occupied by only a few fishermen."

A Decree was published in the French Journal Officiel of the 30th August, extending the application of the Minimum Tariff to colonial produce provisionally until the 31st December next.

The transport Hancock arrived at Manila last Monday afternoon after a twenty-one days actual steaming time from San Francisco. That is said to be a record passage across the Pacific to the Philippines. The Hancock brought over twelve hundred coloured troops, and \$1,253,000 in gold coin for the pay of the military in Manila.

A London telegram of September 28th says: William K. Vanderbilt has given a cheque for \$500,000 (gold) to his daughter, the Duchess of Marlborough. The gift is in the nature of a thank-offering for the Duke of Marlborough's safe return from the war in South Africa. The Duchess, accompanied by the Duke, is now in Paris investing the money in antique furniture and decorative articles for the house now building for her in Mayfair. Further honours are in store for the Duke. He is said to be selected for appointment as Lord Lieutenant, or Viceroy of Ireland, in place of Earl Cadogan, who will retire after the general elections just completed. The Viceroy of Ireland has a salary of £2,000 a year, two residences and allowances for equippage. But it takes £20,000 a year more to maintain adequately the dignity of his position.

A Washington despatch says:—The Navy Department this afternoon issued the following statement. In view of the possibility that later, when circumstances so warrant, the land force in China will be materially reduced, the naval force in Asiatic waters will be from time to time increased with reference to American interests in China and also in the Philippines. The following orders have, therefore, been issued to-day: The Dorchester at League Island and the Annapolis at Norfolk have been ordered to fit out for the Asiatic station. The Wilmington has been ordered to the Asiatic station, via the Mediterranean, and will be replaced on the South Atlantic station by the Atlanta. The Albany, at Piræus has been ordered to Manila. The Kentucky has been ordered to New York to fit out for the Asiatic station, while the Vicksburg goes to Boston to prepare for the same station.

## SHANGHAI AUTUMN MEETING.

## THIRD DAY.

Saturday, 3rd November.  
1.—THE FIYAWA PLATE. Seven furlongs. Value, Tls. 150. Second Pony, Tls. 50. For China Ponies. Weight for inches as per scale. Entrance, Tls. 5.  
Mr. Dettin's Set. .... 1.  
Mr. G. H. Pett's Desert King. .... 2.  
Mr. J. M. D.'s Touch-me-not. .... 3.  
Time 1.4.0.

2.—THE RACE CLUB CHALLENGE CUP. One mile and a quarter. Value, Tls. 500. For China Ponies, being bona fide Griffins at date of entry. To be won at two consecutive meetings or three times in all by Ponies the bona fide property of the same owner or owners. Entrance, Tls. 10. 70 per cent to the First Pony, 20 per cent to the Second Pony, and 10 per cent to the Third Pony, until the Cup is finally won, when the Second Pony will receive 75 per cent and the Third Pony 25 per cent of the Entrance Fees. Weight for inches as per scale.  
Mr. Henry Morris's Netherby. .... 1.  
Mr. Duplex's Compadore. .... 2.  
Mr. Mellaw's Badger. .... 3.  
Time 2.5.3.

3.—THE COSMOPOLITAN CUP. One mile and three-quarters. Value, Tls. 300. Second Pony, Tls. 50. If five or more starters, Third Pony Tls. 25. For all China Ponies. Weight for inches as per scale. Winners at this Meeting 5 lbs. extra. Unplaced Ponies allowed 5 lbs. Entrance, Tls. 5.  
Mr. Elphinstone's Merrylegs. .... 1.  
Mr. John Peel's Thistle. .... 2.  
Mr. Buxey's Rose de France. .... 3.  
Time 3.54 1/5.

4.—THE GRAND STAND STAKES. One mile. Value, Tls. 150. Second Pony, Tls. 50. If five or more starters, Third Pony Tls. 25. For China Ponies, being bona fide Griffins at date of entry. Weight for inches as per scale. Winners of one Race, 5 lbs. extra; two or more Races, 7 lbs. extra. Entrance, Tls. 5.  
Mr. J. M. D.'s Shell-me-not. .... 1.  
Mr. Henry Morris's Blueberry. .... 2.  
Mr. Duplex's Compadore. .... 3.  
Time 2.11 3/5.

5.—THE PARI-MUTUEL CUP. One mile and a half. Value, Tls. 100. added to a Sweep-stake of Tls. 50. First Pony to receive 70 per cent. Second Pony 20 per cent. Third Pony 10 per cent. For China Ponies. Weight for inches as per scale. Griffins at date of entry allowed 7 lbs. Non-Starters and Winners at this Meeting, 7 lbs. extra.  
Mr. J. H. Lewis's Bulbul. .... 1.  
Mr. Duplex's Badger. .... 2.  
Mr. Toog's Yangtze. .... 3.  
Time 3.19 1/5.

6.—THE MANOHU STAKES. One mile and a quarter. Value, Tls. 150. Second Pony, Tls. 50. Third Pony, Tls. 25. For China Ponies, bona fide Griffins at date of entry, that have run and not won a Race. Weight for inches as per scale. Entrance, Tls. 5.  
Mr. Henry Morris's Blueberry. .... 1.  
Mr. Duplex's Compadore. .... 2.  
Capt. O' Malle's Turanula. .... 3.  
Time 2.4.8.

7.—THE CONSOLATION CUP. Once round. Value, Tls. 150. Second Pony, Tls. 50. Third Pony, Tls. 25. For Ponies that have run at this Meeting and not won a Race, and have been entered otherwise than in the Shanghai Stakes. Weight for inches as per scale. Entrance, Tls. 5.  
Mr. Wavering's Tornado. .... 1.  
Mr. Four Stars' Sunshine (late Shippack). .... 2.  
Mr. Bruce Robertson's Myocetis. .... 3.  
Time 2.39 4/5.

8.—THE CHAMPION SWEEPSTAKES. One mile and a quarter. Value, Tls. 350. Second Pony, Tls. 100. Third Pony, Tls. 50. A forced entry for, and open only to Winners at this Meeting. Weight for inches as per scale. Each Pony entered to pay five per cent of the value of the Stakes and Prizes won.  
Mr. Duplex's The Dealer. .... 1.  
Mr. Dettin's Set. .... 2.  
Mr. Robert's Lady. .... 3.  
Time 2.4.8.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 4th November, 9.6 p.m.

## BLACK FLAGS IN HUNAN—LIU YUNG-FU REFUSES TO RETURN.

Liu Yung-fu has arrived at Changsha, in Hunan, with 3,000 Black Flags. He has received orders from Te Shou, the Manchu Governor of Kwangtung, to return to Canton, where things are critical, but he declines to move without receiving arrears and three months' pay in advance for his troops.

## LIT MEASURES IN CHIHILI.

Li Hung-chang has ordered all military officers in Chihili to return to their posts with all their scattered soldiers and to report directly the summary beheading of all officers who are also Boxers.

## SUPPRESSING THE BOXERS.

The head men of the villages are ordered to raise and drill militia to suppress the Boxers and bandits.

London, 2nd November, 9.15 p.m.

## DEALING JUSTICE AT PAOTINGFU.

A French despatch states that the International Commission has sentenced to death the Tartar Governor of Paotingfu and a Chinese colonel for the murder of missionaries.

London, 3rd November, 8.40 p.m.

## HEAVY FIGHTING ON SHANSI FRONTIER—ENGLISH AND GERMANS STORM A PASS.

Heavy fighting is reported to have occurred on the frontier of Shansi province. An Anglo-German force stormed the Tschingking Pass.

## BENGALS IN ACTION.

The Bengal Infantry scaled the heights and turned the flanks of the Chinese army.

## THE WAR IN SOUTH AFRICA.

London, 3rd November, 8.40 p.m.

## LORD ROBERTS ON THE ARMY—HEROES AND GENTLEMEN.

Lord Roberts's letter to the nation eulogises the conduct of the British army in the South African campaign. They behaved, he says, like heroes and gentlemen. Nothing deserving the name of a crime was brought to his notice throughout the War.

## APPEAL AGAINST "TREATING."

He appeals to the public not to welcome the returning soldiers by "treating" them to excess.

## LORD KITCHENER TO TAKE COMMAND.

Lord Kitchener succeeds Lord Roberts on his departure for England.

## GENERAL NEWS.

London, 2nd November, 9.15 p.m.

## THE NEW MINISTRY.

The forecast previously telegraphed of the new Cabinet is correct.

## THE U.S. PRESIDENTIAL ELECTION AND THE FILIPINOS—BRYAN AND AGUINALDO.

Omaha advices received state that the Filipino officers have held a conference at which they showed a full inclination to accept the amnesty offered by President McKinley and to revoke their orders for further hostilities. Their action, however, was prevented by the reported promises of Mr. Bryan to give the Filipinos independence under U. S. protection, if elected to the Presidency. Aguinaldo insisted that aggressive warfare would aid Bryan's election.

## REUTER'S SERVICE.

London, 1st November.

## BRITISH SOUTH AFRICA.

It is stated at Durban that the Germans and the Boers will sail for China in a few days. It is believed that Commandant Botha with a strong force, is making for the Keilbas district in Cape Colony, where the irreconcilables are gathering for a new trek.

## THE ANGLO-GERMAN AGREEMENT.

An American note cordially accepts the two first clauses of the Anglo-German Agreement, but declines to commit itself to the third which only affects two signatories. The French reply was to the same effect.

## THE RECENT ROWDYISM AND CRUSH IN THE STREETS OF LONDON.

There were altogether 4,800 casualties in the streets of London on Monday last.

London, 2nd November.

## THE MINISTRY.

The following appointments in the new Ministry are officially announced:—

Lord Salisbury—Premier and Lord of the Privy Seal.  
Rt. Hon. C. T. Ritchie—Secretary of State, Home Department.  
Lord Lansdowne—Secretary of State, Foreign Department.  
Rt. Hon. W. Brodrick—Secretary of State, War Department.  
Lord Selborne—First Lord of the Admiralty.  
With the exception of the Daily Telegraph, the appointments evoke no enthusiasm from the Press and commentators are mostly half hearted. There is much adverse criticism on the selection of Lord Lansdowne as Foreign Minister.

## RE-INFOREMENT OF THE CHINA SQUADRON.

The battleship Glory has been commissioned at Portsmouth for service in China.

## SEIZURE OF KRUGER'S GOLD AT HAMBURG.

£150,000 in gold has been seized on board the steamer Bundeswehr from Delagoa Bay to Hamburg by the authorities at the instigation of the National Syndicate of mine owners, who hold Kruger's bonds for the output appropriated during the war.

## BRITISH SOUTH AFRICA.

The Boers have captured an out-post of 80 men at Genoa, and subsequently looted and fired the mail train from Capetown, an armoured train arriving the Boers dispersed.

General Buller has occupied Keitz and Bethlehem and General Paget has captured 25,000 cattle at Renars River, the biggest haul of the campaign.

## THE CRISIS IN CHINA.

## LOCAL MOVEMENTS.

The British transport Warara returned on Saturday from Taku.

The German cruiser Gefion left on Saturday for Canton.

## THE TROUBLE IN THE WEST.

A spontaneous correspondent in Yunnan (says the N.C. Daily News), who has remained unaffected by the panic that drove many officials and missionaries over the borders of their provinces—and the missionaries are not to be blamed, as they acted under orders from their superiors—has sent us some very interesting remarks on the situation in the West of China. In the course of them he refers to the evacuation of Chungking and speaks very highly of the French Consul, M. Bous d'Anty, who did not take part in the evacuation but remained at his post, as we have heretofore recorded with the Japanese Consul, two Englishmen, a merchant and a missionary, and an American Professor, M. Bous d'Anty, our correspondent says, is a charming man and one of the best Consuls France has in the Far East, which is the more reason why Great Britain should have a strong man at Chungking. For M. Bous d'Anty might be trusted not to lose his very legitimate opportunity to promote French interests, especially during the absence of his British colleague. Our correspondent adds to what we have written hitherto on this subject that the British Consul at Chungking is charged with British interests in the whole of Szechuan and Kweichow, and is also the adviser of Britishers residing in North Yunnan. There are two Consulates in Yunnan, Tengyueh (Cosen) and Szemok (Szemok). Mr. Litten, Consul at Tengyueh and formerly Consul at Chungking, has gone home on sick leave, and until the troubles in North China broke out the Szemok Consulate was also vacant. In this dilemma Lord Salisbury turned to the Customs for assistance, and the Acting Commissioner at Szemok being apparently a British subject, he was appointed Acting Consul. Mr. E. W. Lacey is the gentleman in question, and the temporary appointment seems to be an eminently satisfactory one.

## OTHER ITEMS.

The N.C. Daily News has the following item:—Sir Claude Macdonald did not proceed to Shanghai, but was taken from Taku to Yokohama in H.M.S. Endeavour.

Ching Tsin, Tsin, designate of Shanghai, was still at Wuhan last week waiting for the arrival of the steamer which was to take him to Hankow. He had no intention of going to Hankow for an Imperial audience.

According to a letter received by a native Roman Catholic convert from Tientsin, it is stated that the French Bishop, whose name is given as Pu, who was with a number of his flock besieged at Tschingking by Boxers last summer, and subsequently delivered by an allied force, died on the 2nd ult. from illness.

A German observer states that the Chinese have the advantage in recognizing the Emperor to whom it will not be right for the Emperor to grant his own personal relations and strongly hoping that Prince Tuan should be forgiven and spared.

The Green and Griffiths parties with Miss Gregg and Mr. Brown, are all well here, says our contemporary's Christian correspondent on the 30th ult. Mr. Green's condition is improving. They leave for England in a hospital ship as soon as possible. The sufferings they experienced were terrible.

Six Walter Miller has returned from Shanghai to Tientsin.

The Malakoff of Gwalior has been attached to the staff of General Graves.

## LATEST STEAMER MOVEMENTS.

The Imperial German Mail s.s. Hamburg which left here on the 3rd October arrived at Genoa on Friday the 2nd inst.

The C. P. R. Co.'s steamer Empress of China left Yokohama on Friday, 2nd inst. for Victoria and Vancouver.

The N. P. Co.'s steamer Queen Adelaide arrived at Yokohama from Japan and Hongkong on the 1st inst.



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BUSINESS DIRECTORY.

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Extreme Length... 371 feet.  
Length on Blocks... 356 "  
Width of Entrance on Top... 66 "  
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VAGE PLANT READY AT SHORT  
NOTICE. [1619]

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Chronicle and Directory for China, Japan,  
etc., at Macao, and they are authorized to  
collect all accounts due to the Daily Press  
Office on and after this date.  
A. CUNNINGHAM,  
Manager.  
Hongkong, 4th October, 1900. [2357]

NOTICE OF REMOVAL.  
THE Office of the  
HONGKONG DAILY PRESS,  
CHUNG NGOI SAN PO,  
CHRONICLE & DIRECTORY,  
have this day been removed to  
14, DES VOEUX ROAD CENTRAL,  
Entrances East Lane, recently Messrs.  
Wendt & Co.'s Office, behind Messrs. Shewan,  
Tomes & Co.'s premises.  
Hongkong 1st Nov. 1900.

[ALL RIGHTS RESERVED.]

## HUGBY FOOTBALL.

BY  
ARTHUR J. GOULD.

## GREAT PLAYERS OF THE PAST.

To cover more than a small portion of the  
ground indicated by the title of this article is  
obviously impossible. Not one but many col-  
umns could be filled with memories and criti-  
cisms of the great players of the past, and the  
most that I can hope to do is to deal with some  
of the more prominent exponents of the game  
with whom I have come into personal contact.  
Not to waste space in memorialising upon departed  
greatness, let me plunge boldly and at once  
into the task before me.

## LEONARD STOKES.

Wherever the history of Rugby football is  
known the name of Leonard Stokes is remem-  
bered. He was the ideal three-quarter of the  
early days. Rugby football was not then what  
it is now. It demanded more of the individual,  
and it gave him less. In other words, while  
modern science makes chances for the present  
day three-quarter, and demands of him that the  
shall do his part and then give a comrade the  
finishing of the work, in the old days a  
three-quarter had largely to make his  
own chances, and he was expected to turn  
that chance to the greatest possible use  
with little consideration for anything except  
scoring or making ground. Thus a man learn-  
ed to be more self-reliant than in the modern  
game, and, as individualism was the order, it  
naturally followed that very fine individual per-  
formances resulted. Probably no finer individ-  
ual player than Leonard Stokes ever appeared  
at three-quarter. He played in the days of two  
three-quarters and three, and he displayed every  
quality which goes to the making of the great  
player—great kicking powers, wonderful judg-  
ment, resource and courage. Alike in attack  
and defence he was wonderful. His immense  
kicks to touch, his capacity for dropping goals,  
his ability to cover the whole field of defence,  
are part of the history of football. I saw him  
first at Newport, when Blackheath indicated  
upon the Newport team the first defeat in the  
club's history, after four seasons of invincibil-  
ity; I played against him as a boy when Black-  
heath played their second match at Newport;  
and I think of him to this day as a man who  
was in the very forefront of his generation, a  
player who would have been great at what-  
ever period it had been his lot to share the  
struggles of Rugby football. He was the first  
great three-quarter I ever saw, or played against,  
but I have played with and against many since  
then, and one of the greatest was W. E. Mac-  
lagan, the giant Scot.

## MACLAGAN, HANCOCK, LEE.

Between the period of Stokes and Maclagan  
Rugby football had made an advance in science,  
an advance which has continued and must con-  
tinue. Maclagan I regard as having reached  
the highest standard of scientific play known till  
his day. In height, weight, and strength he  
had an advantage over most of his contem-  
poraries. He was a great kicker, and, when he  
ran, his weight and strength made him most  
dangerous. As for his tackling, it was of a  
back-breaking order, and the man who fell into  
his hands was smothered. But it was as a  
general on the field that he particularly shone.  
He often did what few captains have the courage  
or foresight to do—he shifted his man in order  
to search out the weak spots in the opposing  
team or to strengthen his side against the at-  
tacks of his opponents. Maclagan was an ideal  
captain, and a great exponent of centre play  
under the three-quarter game. In F. B.  
Hancock we have another centre three-quarter  
who, less prominent as an individual, deserves  
to be included in this series as the originator  
of a system which revolutionised back play in  
the Rugby game. Hancock was the father of  
the four three-quarter system, now universally  
adopted. He was a good player in all depart-  
ments of the game, and represented Wales  
in the great game when Wales secured her first  
victory against England, but it is for the origi-  
nation and development of the Welsh style of  
play that he will chiefly be remembered. One  
more great centre, and I will pass on to the  
other positions. Leonard Stokes represents the  
period of early individualism by judgment;  
Maclagan was essentially the man of the three-  
quarter game; Hancock brought in the  
modern game, and saw and developed its pos-  
sibilities; Sam Lee, I believe, would have been  
at home in each period. He played both the  
three and the four three-quarter game, and he  
adapted himself to both. This brilliant Irish-  
man was undoubtedly a great player—for dash  
and adaptability, one of the finest centres who  
ever played. His quickness on the ball was  
amazing, he was wonderfully smart in inter-  
cepting passes, he was a fine runner, and a quick  
kicker, he could catch and take a pass with almost  
unerring certainty. Ireland has never been  
better served at three-quarter than by Lee, if  
so well.

ROTHSCHILD AND DON WAUCHOP.  
Among the half-backs I have known, I  
regard Alan Rothschild as the greatest. I  
played against him, I played in the same team  
with him, and it is not too much to say that I  
have never known a halfback who knew the  
possibilities of the game so well as he did, or  
turned individual ability and combination to  
such good account. He was one of Vassall's  
famous Oxford team: he played for England  
in most of their international matches between  
1883 and 1887, and though his career in the  
football field came to an end while he was still  
capable of many years' service, he did sufficient  
in the time that he played to make his own  
name and to advance the science of the game.  
For a half, he was a heavy weight, for he  
was about 5 feet 10 in. in height and broad  
shouldered, but he was very quick in getting  
away, fairly fast, a clever dodger, and very hard  
to stop. His judgment was most reliable, and  
he was a player who used mind as much as

muscle. I regard him as the man who did  
most to develop the passing game in English  
football, and he was the first half to make  
proper openings for the three-quarters. In  
every respect Rothschild was a great player,  
and though he had no experience under the  
four three-quarter game there is no doubt in  
my mind that he would have been great in the  
football of to-day, had it been his lot to play  
now, as he was great under the earlier style.  
Another great player at half back was A. R.  
Don Wauchop, the Scottish half, whose  
wonderful runs have often roused crowds to  
enthusiasm. It must always be remembered  
that the old style gave the individual player  
greater scope than the modern game. There  
was one man less behind the scrimmage, there-  
fore there was less defence to beat, and, in  
addition, a half or three-quarter was expected  
to go on then where now he is expected to pass.  
The result was that a man learned to depend  
upon himself, and he certainly attempted things  
(sometimes they came off, sometimes they failed)  
which now he would be blamed for attempting.  
When they succeeded, it went to his credit, if  
he failed he was not blamed. In those days the  
individual was much more important than he is  
now, when he is expected to do his part and no  
more. It was in the nature of things, there-  
fore, that clever and dashing individuals should  
come into greater prominence. It was not part  
of the forwards' duty to play for their backs,  
but when the ball was in the hands of a half or  
three-quarter he was expected to do his utmost  
to get through, and when a man tries greatly  
he often performs greatly. A. R. Don Wauchop's  
runs were among the finest things in foot-  
ball, but it always struck me that his proper  
place would have been at three-quarter.

## FIVE PAIRS OF HALF-BACKS.

Under the four three-quarter game, in which  
combination has been developed to the highest  
degree, there have been many fine pairs of half-  
backs—for under the new system combination is  
so absolutely essential that it is the pair which  
counts, not the individual. The most notable  
instance of half-back combination which has  
ever been seen was in the case of the brothers  
David and Evan James, of Swansea and Wales,  
who worked together with such thorough under-  
standing that they often baffled the defence of  
their opponents. They had made a study of  
the possibilities of the game, and when it is  
remembered that both were very dandy, and  
that they took and gave passes from one to the  
other with lightning quickness and perfect  
accuracy, it will be seen that they were likely  
to be dangerous to any team whom they  
opposed. Neither was a great individual  
player, as Rothschild or Don Wauchop was,  
though each was above the average, but as a  
combined pair they reached the highest level yet  
attained. Another brilliant pair were H. Percy  
Phillips and F. C. Parfitt, the Newport and  
Welsh halves. In this partnership the under-  
standing was as perfect as that between the  
brothers James, but it was Phillips who got the  
chief share of the glory, since Parfitt almost  
invariably worked the scrimmage, while Phillips  
did the work in the open. They were men of  
different types, and one was the complement of  
the other. No man had a quicker eye for an  
opening or was quicker to seize it than Phillips,  
no man ever made better openings for his three-  
quarters, while Parfitt got the ball away with  
the greatest cleanness and judgment, tackled  
and stopped rushes most fearlessly and success-  
fully, and kicked with great judgment. Many  
other half backs could be named, but I have  
dealt with men who were great in the old style  
and the new, and others must be ignored.

## GREAT FORWARDS.

To make a selection of great forwards from  
the vast number who have represented the four  
countries is no easy matter. I shall not attempt  
to say that either this man or that was the great-  
est forward who ever played, but if I mention a  
few names, and indicate the characteristics of  
the men, that will be as much as is possible. E.  
Temple Gordon, the English captain, was one  
of those honest, untiring, scientific forwards  
who seldom get the praise or the credit that  
their work deserves. A good captain, a real  
leader, he was just the man to keep a peck on  
the ball. His younger brother, Charles Gurdon,  
one of the 14-stone brigade, was a terrific  
worker, a clever dribbler, and a demon tackler.  
Charles Reid was probably the finest forward  
Scotland ever put in the field, and he will  
live in football history as the ideal of what a  
forward should be—a worker in the scrimmage,  
brilliant in the open, a man who could run,  
dribble and tackle, who knew the game from  
the forward's standpoint and from the stand-  
point of every other position. Of the Irish  
forwards I would mention V. C. Le Fanu,  
who had great dribbling powers and the  
characteristic Irish dash; and C. V. Rooke,  
who played a wing forward game in interna-  
tional matches, hanging on the edge of the  
scrimmage and taking the ball away with a close  
dribble that was often irresistible. It was not  
the orthodox game, but it was certainly effective  
as played by a man of his pace, determination,

FACTS OF ABSORBING INTEREST  
TO THOSE WHO ARE IN THE  
CLUTCHES OF RHEUMATISM.

One cannot be too quickly cured of Rheuma-  
tism. To get rid of those awful pains that make  
life a never ending series of torture, now mild  
now excruciating, to-day in bed, to-morrow hob-  
bling around in crutches—to be relieved of such  
a condition is always the happiest period of one's  
existence. Little's Oriental Balm has effected thou-  
sands of wonderful cures of long standing cases  
of rheumatism, cases that were supposed to be  
hopeless and beyond the reach of medicine. The  
cure has been so complete and permanent that  
Little's Oriental Balm is undoubtedly the true  
specific to cure Rheumatism.  
Mr. N. Roll, Woodport, N. Y., says:—  
"For 10 years I suffered from rheumatism,  
at times so severe that I could neither walk nor  
lie down. I used Little's Oriental Balm, and it  
completely cured me, notwithstanding that my  
case was chronic and baffled the skill of the best  
physicians." Sold at Re. 1 per bottle. Agents  
5, Hongkong—THE VICTORIA DISPEN-  
SARY, LD. 2652-6

and cleverness, and it was this chief factor in  
the Irish victory over Wales in 1898. In T. C.  
Graham we have a man who was a great cap-  
tain and a great forward, a man who did  
forward play in Wales what Hancock did for  
three-quarter play, with this difference, that the  
lessons the latter taught has been remembered;  
while the brilliant work of Graham's pack has  
become practically a lost art. Three men of a  
similar stamp—men who could play three-quarter,  
forward, or full back, who called run and  
kick and pass like three-quarters, and yet gained  
their caps as forwards—were Frank Ever-  
shod, S. M. J. Woods, and A. W. Boncher; the  
finest controller of the scrimmage Wales ever  
had was J. Hannan; probably her most brilliant  
forward was Wallace Watts.

With space almost exhausted one has touched  
but the fringe of the subject, but there are a  
few things which must still be said. Great full  
backs are not numerous—there are many good  
ones but few great ones: the greatest of all was  
H. B. Tristram. Mention what quality you  
will as essential in a full back, and he possessed it.  
To my mind he stands alone among the full  
backs of the past. And now, when I think of  
the few great players I have dealt with, and the  
many who have been left out, I cannot help  
thinking that my task has been but imperfectly  
done. I should like to have dealt with men like  
Wade and Stoddart, D. J. Macfarlane, Harold  
Stevenson, T. W. Pearson, Dickie Lockwood,  
and a host of others, playing at three-quarter,  
half, or forward, but it is impossible, and it must  
be left to another hand or another occasion to  
treat of those unmentioned players of the past  
whose names are dear to followers of football.  
They may be passed over in silence here, but  
their fame is made, and their great deeds are  
remembered and quoted when old footballers  
gather at the edge of the enclosure where the ball  
is started for a classic encounter in these later  
days.

## NOTICES TO CONSIGNEES

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"STUTTGART,"  
OF THE NORDDEUTSCHER LLOYD.  
The above named steamer, having arrived,  
Consignees of cargo are hereby informed that  
their Goods, with the exception of Opium,  
Treasures, and Valuables, are being landed and  
stored at their risk into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited, Kowloon, whence delivery may be  
obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before NOON  
TO-DAY.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 9th November will be  
subject to rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on TUESDAY, the 6th November, and  
THURSDAY, the 8th November, at 9.30  
A.M.

All claims must reach us before the 12th  
November, or they will not be recognised.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the  
undersigned.

NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,  
Agents,  
Hongkong, 2nd November, 1900. [8]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

## THE Company's Steamship

"CHELYDRA,"  
having arrived from the above Ports, Con-  
signees of cargo by her are hereby informed  
that their goods, will be delivered from along-  
side.

Cargo impeding the discharge or remaining  
on board after Noon the 6th inst., will be  
landed at Consignees' risk and expense into  
Godowns at EAST POINT.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 2nd November, 1900. [2800]

## NOTICE TO CONSIGNEES.

FROM SUNDERLAND, MIDDLESBRO',  
LONDON AND STRAITS.

## THE Steamship

"GLAMORGANSHIRE,"  
Captain Davies, having arrived from the  
above ports, Consignees of Cargo are hereby  
informed that their goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon, and stored at Consignees  
risk and expense.

No claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 6th November will be  
subject to rent.

All broken, chafed and damaged goods are to  
be left in the Godowns, where they will be ex-  
amined on the 5th November, at 2.30 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 30th October, 1900. [2778]

## S I E N T I N G .

SURGEON DENTIST,  
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.  
Consultation Free.

Hongkong, 23rd September, 1891. [2492]

## P O R T L A N D C E M E N T

J. B. WHITE & BROS  
SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [2724]

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND.  
W. BREWER & CO., AGENTS, HONGKONG. [2613-1]

## TO LET.

## TO LET.

## WITH IMMEDIATE POSSESSION.

A SPACIOUS ROOM, suitable for an  
OFFICE, on N.E. corner of THIRD  
FLOOR, PRINCE'S BUILDINGS.  
Apply to—  
S. J. DAVID & CO.  
Hongkong, 10th July, 1900. 1845

## TO LET.

ONE LARGE ROOM, THIRD FLOOR,  
"WAGENINGEN," MOUNT KELLEY,  
PEAK.  
13, PRAYA CENTRAL, now known as  
20, DES VOEUX ROAD CENTRAL. ROOMS on  
2ND FLOOR.

TOP FLOOR of the GODOWN No. 24,  
BLUE BUILDINGS.  
A HOUSE in RIFON TERRACE.

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 9th October, 1900. [61]



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & BIO	DEATH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	CHUSAN	Brit. str.		C. D. Bennett, R.N.R.	F. & O. S. N. Co.	On 10th inst., at Noon.
LONDON via SUEZ CANAL	AGAMEMNON	Brit. str.		Niah	BUTTERFIELD & SWIRE	On 13th inst.
LONDON via SUEZ CANAL	ATAJ	Brit. str.		Batt	BUTTERFIELD & SWIRE	On 27th inst.
LONDON via SUEZ CANAL	ANTHONY	Brit. str.		Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LIVERPOOL DIRECT	TANTALUS	Brit. str.		Gregory	BUTTERFIELD & SWIRE	On 17th inst.
BREMEN: via PORTS OF CALL	BAYERN	Ger. str.		H. Blocker	MELCHERS & CO.	On 14th inst., at Noon.
MARSEILLES, &c., via PORTS OF CALL	SYDNEY	Fren. str.		Aubert	MESSAGERIES MARITIMES	On 16th inst., at Daylight.
MARSEILLES, &c., via PORTS OF CALL	HAKATA MARU	Jap. str.		F. L. Sommer	NIPPON YUSEN KAISHA	On 16th inst., at Daylight.
MARSEILLES, &c., via PORTS OF CALL	SABINIA	Ger. str.		Schlaefke	CARLOWITZ & CO.	On or about 22nd inst.
HAYRE & HAMBURG	SUEVIA	Ger. str.		Fork	CARLOWITZ & CO.	On or about 6th Dec.
HAYRE & HAMBURG	AMBRIA	Ger. str.		A. Wagner	CARLOWITZ & CO.	On or about 20th Dec.
HAYRE & HAMBURG	ARAGONIA	Ger. str.		Jansen	CARLOWITZ & CO.	On or about 30th Dec.
HAYRE & HAMBURG	WITTENBERG	Brit. str.		Hempel	DODWELL & CO., LIMITED	On 25th inst.
NEW YORK via SUEZ CANAL	HILLOLO	Brit. str.		F. Gedy	MCGREGOR BROS. & GOW	On 21st inst.
NEW YORK	GLENGARRY	Brit. str.		O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 28th inst.
VANCOUVER, via SHANGHAI, &c.	TACOMA	Brit. str.		W. Watt	DODWELL & CO., LIMITED	On 24th inst., at 4 P.M.
VICTORIA, B.C., &c., via SHANGHAI, &c.	RIJUN MARU	Jap. str.		J. W. Ekstrand	PACIFIC MAIL S. S. CO.	On 5th inst., at Daylight.
VICTORIA, B.C., &c., via SHANGHAI, &c.	CITY OF RIO DE JANEIRO	Amr. str.			O. & O. S. S. Co.	On 17th inst., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	COPTIC	Brit. str.			TOYO KISEN KAISHA	On 24th inst., at Noon.
SAN FRANCISCO via AMOY, &c.	AMERICA MARU	Jap. str.			BUTTERFIELD & SWIRE	On 20th inst.
SAN FRANCISCO via SHANGHAI, &c.	CHANGSHA	Brit. str.		T. Moore	GIBB, LIVINGSTON & CO.	On 9th inst., at 4 P.M.
AUSTRALIAN PORTS	EASTERN	Brit. str.		E. W. Haswell	NIPPON YUSEN KAISHA	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.		Williams	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
KOBE & YOKOHAMA	CHINGTU	Brit. str.		Warner	MCGREGOR BROS. & GOW	To-morrow.
KOBE & YOKOHAMA	GLENNARTNEY	Jap. str.		H. Peterson	NIPPON YUSEN KAISHA	On 9th inst., at Daylight.
KOBE & YOKOHAMA	KAMAKURA MARU	Brit. str.		Davies	SHAW, TOMES & CO.	To-day, at Noon.
NAGASAKI, KOBE & YOKOHAMA	GLANGSHIRE	Fren. str.		Poydenot	MESSAGERIES MARITIMES	On or about 4th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LYEEMOON	Ger. str.		G. Heuermann	SIEBSEN & CO.	On 7th inst., at 4 P.M.
SHANGHAI	SHANSHI	Brit. str.		Camaghan	BUTTERFIELD & SWIRE	On 10th inst.
SHANGHAI	SOBRON	Brit. str.		L. M. Wibmer	P. & O. S. N. Co.	On 11th inst., at Daylight.
SHANGHAI	MAIDURY MARU	Jap. str.		T. Ogata	MIYOSHI BUNSEN KAISHA	On 7th inst.
SWATOW, AMOY & TAMSUI	AKASHI MARU	Jap. str.		K. Suzuki	BUTTERFIELD & SWIRE	On 8th inst.
FOOCHOW via SWATOW & AMOY	FUNGKIANG	Brit. str.		T. Moore	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.
MANILA	CHANGSHA	Brit. str.		Damster	MELCHERS & CO.	Quick despatch.
MANILA via AMOY	PAX	Ger. str.		Davis	JARDINE, MATHESON & CO.	On 9th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	CHREYDRA	Brit. str.		Maganzini	CARLOWITZ & CO.	On 10th inst., at Noon.
SINGAPORE, PENANG & BOMBAY	BISAONO	Ital. str.		R. Nunome	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
BOMBAY, via SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.				

## SHIPPING.

**ARRIVALS.**  
 Nov. 2, PHOENICIA, German str., 7,412, P. Limeschlag, Moji 29th October, General.—CARLOWITZ & CO.  
 Nov. 3, TEINAN, British str., 1,461, Anderson, Australia 6th October, General.—BUTTERFIELD & SWIRE.  
 Nov. 3, VADORA, British transport, 2,565, J. R. P. Alexander, R.N.R., Taku via Chiofo and Weihaiwei 27th October.  
 Nov. 3, TRYM, Norwegian steamer, 710, Dahl, Novehwan 25th October and Chiofo 28th, General.—EAST ASIATIC TRADING CO.  
 Nov. 3, CAWSEMAN, British str., 1,281, John Fordy, Messer, Kobichang 25th October, General.—BRADLEY & CO.  
 Nov. 3, AKASHI MARU, Japanese str., 974, R. Suzuki, Fochow 31st Oct., via Amoy 1st November and Swatow 2nd, General.—MIYOSHI BUNSEN KAISHA.  
 Nov. 3, ANPING MARU, Japanese str., 1,053, S. Atsumi, Anping 31st October, Amoy 1st November and Swatow 2nd, General.—MIYOSHI BUNSEN KAISHA.  
 Nov. 3, GENERAL LAQUEADIERO, Chilean training ship, 2,350, Wilson, Valparaiso 8th April and Shanghai 30th October.  
 Nov. 3, CLARA, German str., 675, A. Hansen, Haplong and Hollow 2nd Nov., General.—LEBER & CO.  
 Nov. 3, HANSA, German str., 1,300, L. Schall, Antwerp 25th August, Coal.—SANDER, WIETEL & CO.  
 Nov. 3, HONG WAN, British str., 2,090, A. P. Frapp, Strait Settlements 28th Oct., General.—CHINESE.  
 Nov. 3, KACHIDATE MARU, Jap. str., 2,143, S. Fujiki, Moji 20th Oct., Coals.—MIYOSHI BUNSEN KAISHA.  
 Nov. 3, HERMES, Nov. str., 849, J. C. Jensen, Hongkong 31st October, Coals.—JARDINE, MATHESON & CO.  
 Nov. 4, HINGPUNG, British str., 1,353, Sleeman, Shanghai and Fochow 2nd Nov., General.—CHINESE.  
 Nov. 4, SYDNEY, French str., 2,076, Aubert, Yokohama 20th Oct. and Shanghai 1st Nov., Mails and General.—MESSAGERIES MARITIMES.  
 Nov. 4, SUNGKIANG, British str., 1,021, S. W. Moore, Manila 31st Oct., General.—BUTTERFIELD & SWIRE.  
 Nov. 4, TOONAN, Amr. str., 1,356, Blothen, Canton 4th Nov., General.—CHINESE.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
 3rd NOVEMBER.  
 Sierra Cordova, British ship, for Royal Road.  
 Monmouthshire, British str., for Moji.  
 Tamami Maru, Japanese str., for Swatow.  
 Hiroshima Maru, Jap. str., for Moji.  
 Dioned, British str., for Port Pirie.  
 Hailan, British str., for Swatow.

## DEPARTURES.

Nov. 3, FEICHING, British str., for Haplong.  
 Nov. 3, KYOTO MARU, Japanese str., for Moji.  
 Nov. 3, SHANTUNG, British str., for Amoy.  
 Nov. 3, BOMBAY, British str., for London.  
 Nov. 3, GEFYON, German cruiser, for Canton.  
 Nov. 3, KWANGLOE, British str., for Canton.  
 Nov. 3, FUSHUN, British str., for Shanghai.  
 Nov. 3, TRYM, Norwegian str., for Canton.  
 Nov. 4, KOLN, German str., for Singapore.  
 Nov. 4, PHOENICIA, German str., for Singapore.  
 Nov. 4, TAMAMI MARU, Jap. str., for Tamsui.  
 Nov. 4, HIROSHIMA MARU, Jap. str., for Moji.  
 Nov. 4, HAITAN, British str., for Swatow.  
 Nov. 4, DAPHNE, German str., for Vladivostok.

## VESSELS IN DOCK.

ABERDEEN DOCK.—Tappalant.  
 KOWLOON DOCK.—U.S.S. Monterey, Don Juan de Austria, Adamastor, Chingtu, Belgian King, H.M.S. Janus, Hongshan, St. Andrew, Hailan.  
 COSMOPOLITAN DOCK.—Stanfield, Changsha.

## SHIPPING REPORTS.

The British steamer *Taman*, from Australia 6th October, experienced fine weather to Manila. From Manila to port fresh N.E. gale.  
 The British steamer *Sungking*, from Manila 21st October, had N.E. gale, very high sea, overcast sky. Bad weather generally.  
 The Japanese steamer *Akashi Maru*, from Coast Ports 2nd Nov., had moderate to strong N.E. breeze and high following sea, fine and cloudy weather.  
 The British steamer *Hong Wan*, from Strait Settlements 28th October, had fresh N.E. monsoon from Singapore to Port Said; thence to port strong N.E. gale and high sea.  
 The British steamer *Heinrich*, from Shanghai and Fochow 2nd November, had fresh N.E. gale with high following sea, moderating to a fresh breeze when off Breaker Point.  
 The British steamer *Changsha*, from Kolschchang 25th Oct., had fair weather in Gulf of Siam to Port Obi, from Port Obi to Padaran fine and clear weather, fresh N.E. winds and moderate breeze, from Padaran to Macleodfield bank fresh head wind and sea; from thence to lat. 20.30 N., strong northerly gale veering to N.E. with high head sea; thence to port fine, clear weather, moderate monsoon and sea.

## VESSELS ON THE BERTH

## SHIRE LINE.

FOR NAGASAKI, KOBE AND YOKOHAMA.  
**THE Steamship**  
 Captain Davies, will be despatched for the above ports TO-DAY, the 5th instant, at Noon, instead of as previously advertised.  
 For Freight or Passage, apply to  
 SHEWAN, TOMES & CO., Agents.  
 Hongkong, 3rd November, 1900. [2783]

COMPAGNIE DES MESSAGERIES MARITIMES.  
 PAQUEBOTS—POSTE FRANCAIS.  
**NOTICE.**

STEAM FOR  
 SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX, ALSO.  
**PORTS OF BRAZIL AND RIVER PLATE.**  
 ON MONDAY, the 5th November, 1900, at 1 P.M., the Company's Steamship "SYDNEY" Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.  
 This steamer connects at COLOMBO with the s.s. *Armand Behic*, which vessel takes on her Passengers and Mails, leaving that port on the 17th November direct to Suez, Port Said and Marseilles.  
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
 Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 4th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.  
 For further Particulars, apply at the Company's Office.  
 G. DE CHAMPEAUX, Agent.  
 Hongkong, 23rd October, 1900. [2]

## "GLEN" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.  
**THE Company's Steamship**  
 "GLENARTNEY."  
 Captain Wurtner, will be despatched as above on TUESDAY, the 6th November.  
 For Freight or Passage, apply to  
 MCGREGOR BROS. & GOW, Agents.  
 Hongkong, 1st November, 1900. [2790]

## FOR SHANGHAI.

**THE Steamship**  
 "LYEEMOON."  
 Captain G. Heuermann, will be despatched for the above port on WEDNESDAY, the 7th inst., at 4 P.M.  
 This steamer has superior accommodation for First and Second Class Passengers.  
 For Freight or Passage, apply to  
 SIEBSEN & CO., Agents.  
 Hongkong, 2nd November, 1900. [2796]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
**THE Company's Steamship**  
 "SUNGKIANG."  
 Captain Moore, will be despatched as above on THURSDAY, the 8th instant.  
 The attention of Passengers is directed to the Superior Accommodation offered by this twin screw steamer.  
 A duly qualified Surgeon is carried, and the vessel is fitted throughout with Electric Light.  
 For Freight or Passage, apply to  
 BUTTERFIELD & SWIRE, Agents.  
 Hongkong, 1st November, 1900. [2791]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.  
**THE Company's Steamship**  
 "CHREYDRA."  
 Captain Davis, will be despatched as above on FRIDAY, the 9th inst., at Noon.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & CO., General Managers.  
 Hongkong, 3rd November, 1900. [2799]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
 (SUBJECT TO ALTERATION.)  
 "EMPERESS OF INDIA".....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900  
 "EMPERESS OF JAPAN".....Comdr. H. Pylus, R.N.R. WEDNESDAY, 19th Dec., 1900  
 "EMPERESS OF CHINA".....Comdr. R. Archibald, R.N.R. WEDNESDAY, 16th Jan., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
 Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Service, and to European Officials in the Service of China and Japan Governments.  
 The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
 THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.  
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
 D. E. BROWN, General Agent,  
 Pedder Street.  
 Hongkong, 25th October, 1900. [9]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR LONDON, &c.....CHUSAN.....{ Noon, 10th } See Special Advertisement.  
 C. D. Bennett, R.N.R. Nov.

SHANGHAI.....{ SOBRON.....{ About 10th } Freight or Passage.  
 L. M. Wibmer, R.N.R. Nov.

PASSENGER SEASON, 1901.  
 s.s. PLASSY ..... 7,240 tons March 30th MARSEILLES and LONDON Direct.  
 s.s. SOBRON ..... 7,382 tons April 27th Without Transshipment.

For Further Particulars, apply to  
 A. M. MARSHALL,  
 Acting Superintendent.  
 Hongkong, 5th November, 1900. [1]

## HAMBURG-AMERIKA LINE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
* SARNIA	HAYRE & HAMBURG	On 5th November. Freight and Passage.
Capt. Schlaefke	(London with transshipment in Hamburg)	November.
SUEVIA	(VIA COLOMBO)	About 22nd November. Freight.
Capt. Ferek	(London with transshipment in Hamburg)	November.
AMBRIA	HAYRE & HAMBURG	About 6th December. Freight.
Capt. A. Wagner	(London with transshipment in Hamburg)	December.
ARAGONIA	HAYRE & HAMBURG	About 20th December. Freight.
Capt. Jansen	(London with transshipment in Hamburg)	December.
WITTENBERG	HAYRE & HAMBURG	About 30th December. Freight.
Capt. Hempel	(London with transshipment in Hamburg)	December.

\* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.  
 For further particulars as to Freight, Passage, etc., apply to  
 CARLOWITZ & CO., AGENTS.  
 HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD.  
 OBTASIATISCHER FRACHTAMPFER DIENST.  
 Hongkong, 11th October, 1900. [13]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI.  
 INLAND SEA OF JAPAN KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	3,601	W. Watt	November 26
BRAMAL			December 6
GOODWIN	3,821	J. S. Cox	December 12
DUKE OF YIFE			December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £52.

Excellent accommodation. First class Table. Doctor and STEWARDESSE carried.  
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA AND TACOMA, £35.

The best route to the KLODNEY GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYRA and St. MICHAEL.

Rates of Passage to other Points on application.

A Special rule allowed to members of Government Service.

For further information as to Passage or Freight, apply to  
 DODWELL & CO., LIMITED,  
 General Agents.

Hongkong, 5th November, 1900.

[10]

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAMAKURA MARU	KOBE and YOKOHAMA	FRIDAY, 9th Nov., at DAYLIGHT.
H. Petersen	BOMBAY, via SINGAPORE and COLOMBO	WEDNESDAY, 14th Nov., at Noon.
KAGOSHIMA MARU	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 16th Nov., at DAYLIGHT.
F. L. Sommer	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd Nov., at 4 P.M.
KASUGA MARU	VICTORIA, B.C. and SEATTLE	SATURDAY, 24th Nov., at 4 P.M.
E. W. Haswell	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	
RIJUN MARU		
J. W. Ekstrand		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Clater Road.  
 A. S. MIHARA,  
 Manager.

Hongkong, 30th October, 1900.

[12]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY 14th November.
STUTTGART	WEDNESDAY 28th November.
KONIG ALBERT	WEDNESDAY 12th December.
PRINZ HEINRICH	WEDNESDAY 26th December.
PRINZESS IRENE	WEDNESDAY 9th January, 1901.
PREUSSEN	WEDNESDAY 23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 6th February, 1901.
SACHSEN	WEDNESDAY 20th February, 1901.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 6th March, 1901.

ON WEDNESDAY, the 14th day of November, 1900, at Noon, the Steamship "BAYERN" of the NORDDEUTSCHER LLOYD, Captain H. Blocker, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 12th November. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 13th November, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 13th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
 The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 1st November, 1900.

[18]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

**THE Company's Steamship**  
 "AGAMEMNON."  
 Captain Niah, will be despatched as above on TUESDAY, the 14th November.  
 For Freight, apply to  
 BUTTERFIELD & SWIRE, Agents.  
 Hongkong, 3rd October, 1900. [2869]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

**THE Company's Steamship**  
 "TANTALUS."  
 Captain Gregory,







## NEW ADVERTISEMENTS



**NOTICE.**  
TENDERS are invited for the Purchase of TWO BOILERS removed from H.M.S. "TWEED" which may be seen on the Jetty, Victoria Yard. Tenders marked "BOILERS" are to be lodged with the COMMODORE IN CHARGE not later than NOON, on THURSDAY, 8th instant. Boilers will be put into junks by Government.  
By Order—  
H. M. SIMMONS,  
Naval Store Officer.

H. M. Naval Yard,  
Hongkong, 3rd November, 1900. [2803]

## NOTICE FROM SHANGHAI

FROM this day HOPKINS' BUTCHERY is again prepared to Supply its numerous Patrons in Hongkong as in former years with PRIME BEEF, GAME, WILD FOWLS, GAME PIES and BRAWNS, &c. Orders are respectfully solicited.  
HOPKINS' BUTCHERY,  
Shanghai.

Shanghai, 1st November, 1900. [2804]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SHANGHAI.

THE Company's Steamship  
"SHANGHAI,"  
Captain Carinagan, will be despatched as above on WEDNESDAY, the 7th inst.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 5th November, 1900. [2805]

## THE OSAKA SHOSHIN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship  
"MAIDZURU MARU,"  
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 11th November, at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 5th November, 1900. [15]

## NOTICE TO SHIPPERS.

## FOR MANILA VIA AMOY.

THE Belgian Steamship  
"PAX,"  
Captain Damster, will load here as above and will have quick despatch.  
For Freight, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 5th November, 1900. [2807]

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON (VIA SUBZ CANAL).

THE Company's Steamship  
"ANTENOR,"  
Captain Jackson, will be despatched as above on TUESDAY, the 11th December.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 5th November, 1900. [2806]

THE HONGKONG WEEKLY PRESS is now ready and contains—  
Leading Articles—  
The Position in China.  
The China Press and its Assaults.  
The Hult in Missionary Work.  
The Kwangtung Revolt.  
The Position of the Sanitary Board.  
The Crisis Telegrams.  
The Truth about the Kwangtung Rebellion.  
The Crisis in China.  
Troops at Hongkong and Kowloon.  
Hongkong Volunteers in Camp.  
Piracy on the "Perseverance."  
The Cross Walls Question.  
Burglaries at Wanchai.  
The New Japanese Cabinet.  
Fearful Typhoon in Annam.  
Canton.  
Tientsin.  
Hongkong General Chamber of Commerce.  
Supreme Court.  
Police Court.  
Marine Magistrate's Court.  
Correspondence.  
Shanghai Autumn Meeting.  
Cricket.  
Football.  
Hongkong Rifle Association.  
Hongkong Hockey Club.  
Reviews.  
Consular Report.  
Hongkong and Port News.  
Subscription, \$12 per Annum, payable in advance; postage, \$3.  
Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.  
Hongkong, 2nd November, 1900.

## IMPERIAL BANK OF CHINA.

## NOTICE.

WHEREAS THE IMPERIAL BANK OF CHINA'S Premises in Peking have been destroyed by the Rebels and the following UNISSUED NOTES expressed on the face thereof to be payable at its Office in Peking in CHING-PING TSU-YIN currency, have been STOLEN therefrom—  
100,000 Notes of 5 Mace each—  
Nos. 0001 to 100,000.  
100,000 Notes of 1 Tael each—  
Nos. 0001 to 100,000.  
20,000 Notes of 5 Taels each—  
Nos. 0001 to 20,000.  
10,000 Notes of 10 Taels each—  
Nos. 0001 to 10,000.  
The Public are hereby cautioned against purchasing or dealing in any way with such Notes, as the Bank accepts no liability for the same.  
By Order of the Board of Directors.  
For the IMPERIAL BANK OF CHINA.  
(Sgd.)  
A. W. MATTIAND,  
Acting Chief Manager.  
Hongkong, 20th September, 1900. [2456]

## 怡生號

## YEE SANG &amp; CO.,

COAL MERCHANTS  
has always on hand  
LARGE STOCKS EVERY DESCRIPTION OF COAL.  
Address—Care of Messrs. Kwoong Sang & Co.  
No. 144, DES VŒUX ROAD. [22]

## ENTERTAINMENT.

## ORGAN RECITAL,

## UNION CHURCH,

## TO-DAY (MONDAY),

## the 5th November, 1900, at 5.45 P.M.

## BY

## MR. GEORGE GRIMBLE.

## 1.—Grand Offertoire in G. Major—Lefebure Wely.

## 2.—Tenor Solo— "Against These have I sinned" Beethoven.

## Mr. E. Mrow.

## 3.—(a) Andante in G. Major—Battiste.

## (b) Andantino in D Flat, Lemaire.

## 4.—Soprano Duets &amp; Chorus, "I waited for the Lord," Mendelssohn.

## Mesdames Lowson and Mudie, and Church Choir.

## 5.—Postlude in D Major—Berthold Tours.

## 6.—Soprano Solo "Lord at all times" (from "Lauda Zion") Mendelssohn.

## 7.—March Triumphant, Gullman.

## 8.—Variations on Psalm Tune "Windsor" Sir G. Macfarren.

Hongkong, 31st October, 1900. [2780]

## AUCTIONS

## GOVERNMENT NOTIFICATION.

## No. 529.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 5th day of NOVEMBER, 1900, at 3 P.M., are published for general information.  
By Command.  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 20th October, 1900. [2763]

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 5th day of NOVEMBER, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Hung Hom, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 Years.

Particulars of the Lot.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
			N. S. E. W.			
			ft. ft. ft. ft.			
1	Hung Hom Island Lot No. 227	Hung Hom Island Lot No. 227	57' 150' 150' 150'	8,476	98	2,513

## GOVERNMENT NOTIFICATION.

## No. 532.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 5th day of NOVEMBER, 1900, at 3.15 P.M., are published for general information.  
By Command.  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 20th October, 1900. [2762]

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 5th day of NOVEMBER, 1900, at 3.15 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Tai-Ma-Ti, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
			N. S. E. W.			
			ft. ft. ft. ft.			
1	Kowloon Island Lot No. 1,111	Yau-Ma-Ti	110' 150' 150' 150'	2,259	30	1,350

## NOTICES OF FIRMS.

## NOTICE.

THE INTEREST AND RESPONSIBILITY OF MR. THOMAS MORGAN BOYD with our Firm CEASED on 31st March, 1900.  
BOYD & CO.  
Amoy, 31st October, 1900. [2803]

## NOTICE.

I HAVE This Day ADMITTED MR. FRANK SMYTH a PARTNER in my Business, which will henceforth be carried on under the Firm Name of VERNON AND SMYTH.  
J. Y. V. VERNON,  
Share & General Broker.  
Hongkong, 1st November, 1900. [2789]

## WANTED.

By a Japanese Gentleman, a FURNISHED ROOM without BOARD in a European family.  
Apply by letter stating particulars to—  
"B" 46,  
Care of this Office.  
Hongkong, 3rd November, 1900. [2801]

## EUROPEAN CLERK WANTED by a German Firm.

Apply to—  
X. X. X.,  
Care of Office of this Paper.  
Hongkong, 20th October, 1900. [2760]

## NOTICE.

STEAMERS calling at Amoy can be supplied with the highest class of JAPANESE BUNKER COAL.  
For terms, &c., apply to  
LAPRAIK, CASS & CO.,  
Amoy, 10th October, 1900. [2686]

## PUBLIC COMPANIES

## HONGKONG ELECTRIC COMPANY, LIMITED.

## NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the SECOND CALL of \$3.00 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900. Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.  
By Order of the Board of Directors.  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 20th September, 1900. [2534]

## THE HONGKONG COTTON SPINNING, WEAVING, AND DYING COMPANY, LIMITED.

THERE having been practically no response to the invitation to Shareholders, circulated and published on 27th September, to apply for Preference Shares, Notice is hereby given that an EXTRAORDINARY MEETING of the SHAREHOLDERS in above Company will be held at the Office of the General Managers on SATURDAY, the 10th November, at NOON, for the purpose of considering the financial position of the Company.  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 20th October, 1900. [2743]

## THE DAIRY FARM COMPANY, LIMITED.

THE FOURTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Depot, 2, Albert Road, Hongkong, on FRIDAY, the 16th day of November, at NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July next.  
The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 16th November, both days inclusive.  
W. HUTTON POTTS,  
Secretary.  
Hongkong, 31st October, 1900. [2779]

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$20 per Share for the year 1899, equivalent to 40 per cent. on the paid-up Capital of \$50 per Share, has been declared.  
WARRANTS will be issued on the 12th October.  
By Order of the Board.  
W. J. SAUNDERS,  
Secretary.  
Hongkong, 12th October, 1900. [2637]

## LOONG FI HORSE REPOSITORY.

SITUATED at No. 2, MATHESON STREET, Wong-nai-cheung, near No. 1 Police Station, and three minutes' drive from Windsor Garden and Restaurant. CARriages for HIRE at Cheap Rates.  
Hongkong, 22nd October, 1900. [2324]

## HOTELS.

## WINDSOR GARDEN &amp; RESTAURANT.

A PLEASANT 15 minutes' drive from town will bring Visitors to above, which overlooks Happy Valley, and commands a magnificent view of the surrounding Hills and Race Course. Unexcelled situation, in a quiet and healthy locality. Can be overlooked from the Bowen Road, from which Visitors may either walk down or ride by chair. Tennis, Croquet, &c.  
[2323]

## KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.  
Bowling Alleys and Billiards.  
The Cuisine is Excellent.  
J. W. OSBORNE, J. H. DOWNS,  
Proprietor, Manager.  
Hongkong, 8th September, 1900. [2378]

## "BOA VISTA" HOTEL, MACAO.

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management.  
MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the magnificent Steamer "HEUNGSHAN" in 3 hours, leaving Hongkong at 2 P.M. and Macao at 8 A.M. Connection made by Company's Steamers to and from Canton.  
Tourists should not miss the chance of visiting this famous old City.  
For Terms, apply  
MANAGER.  
Telegraphic Address, "Boavista." [2549]

## RAFFLES HOTEL, SINGAPORE.

SITUATION UNSURPASSED.  
THE Finest Hotel in the East. Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs.  
CURRIES A SPECIALITY.  
Every Home Comfort.  
Electric Bell throughout the Hotel.  
Electric Lights.  
Electric Fans.  
Terms Moderate.  
SARKIS BROTHERS,  
Proprietors.  
Hongkong, 16th August, 1900. [2519]

## BANKS.

## THE BANK OF CHINA &amp; JAPAN, LIMITED.

## WORKING CAPITAL over \$215,000.

## RESERVE LIABILITY OF SHAREHOLDERS fully \$425,000.

## 2640,000

## HEAD OFFICE:

## 36, Nicholas Lane, London.

## BRANCHES:

## Hongkong, Shanghai, Singapore

## Yokohama, Kobe, Peking, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

## BANKERS:

## The Bank of England and the Capital and Counties Bank, Limited.

## General Manager—F. C. BISHOP.

## INTEREST ALLOWED.

## On Current Accounts 2 per cent

## Fixed Deposits 3 months 4 "

## Do 6 months 5 "

## Do 12 months 6 "

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.  
Hongkong, 24th October, 1900. [23]

## THE MERCANTILE BANK OF INDIA, LIMITED.

## AUTHORIZED CAPITAL £1,500,000

## SUBSCRIBED £1,125,000

## PAID-UP £562,500

## RESERVE FUND £30,000

## BANKERS:

## LONDON JOINT STOCK BANK, LIMITED.

## INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily balance.

## On Fixed Deposits:

## For 12 months 4 1/2 %

## For 6 months 4 %

## For 3 months 3 1/2 %

J. THURBURN,  
Manager, Hongkong. [20]

## THE BANK OF TAIWAN (FORMOSA), LIMITED.

## (INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

## AUTHORIZED CAPITAL Yen 5,000,000

## PAID-UP CAPITAL " 1,250,000

## HEAD OFFICE—TAIPEI, FORMOSA.

## JUICHI SOYEDA, Esq., President.

## Head Office Manager: HIROMI KAWASAKI, Esq.

## BRANCHES AND AGENCIES.

## Tokyo Osaka Kyoto Yokohama

## Kobe Nagasaki Hakodate Moji

## Tainan London New York S. Francisco

## Hongkong Amoy Shanghai Tientsin

## Newchwang Chemulpo Fusan.

## HEAD OFFICE—INTEREST ALLOWED.

## On Current Accounts 5 1/2 % per annum

## Savings Bank 6 1/2 % " "

## On Fixed Deposits—

## For 3 months 6 1/2 % per annum

## For 6 months 7 % " "

## For 12 months 7 1/2 % " "

Credits granted on approved Securities and every description of Banking and Exchange business transacted.  
Drafts granted on the chief commercial places both in Japan and Abroad.  
Further particulars may be obtained on application.  
HIROMI KAWASAKI,  
Manager.  
Taipei, 5th October, 1900. [290]

## THE NATIONAL BANK OF CHINA LIMITED.

## AUTHORIZED CAPITAL £1,000,000

## PAID-UP CAPITAL £324,374

## HEAD OFFICE—HONGKONG.

## BOARD OF DIRECTORS.

## CHAN KIT SHAN, Esq., Chairman.

## D. GILLIES, Esq., Deputy Chairman.

## CHOW TUNG SHANG, Esq., J. T. LAUTS, Esq., Chief Manager.

## Geo. W. F. PLATFAIR.

## Interest for 12 Months Fixed 5 1/2 %.

## Hongkong, 23rd March, 1899. [19]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

## PAID-UP CAPITAL \$10,000,000

## RESERVE FUND \$10,000,000

## STELLING RESERVE \$10,000,000

## SILVER RESERVE \$2,000,000

## RESERVE LIABILITY OF PROPRIETORS \$10,000,000

## COURT OF DIRECTORS.

## N. A. SIEBS, Esq., Chairman.

## R. SHEWAN, Esq., Deputy Chairman.

## E. Goetz, Esq., A. J. Raymond, Esq., Hon. R. M. Gray, R. L. Richardson, Esq., Hon. E. M. Gray, P. Sachse, Esq., Hon. J. J. Kewick, H. W. Slade, Esq., D. Meyer Moses, Esq.

## CHIEF MANAGER:

## Hongkong—SIR THOMAS JACKSON.

## MANAGER:

## Shanghai—J. P. WADE GARDNER, Esq.

## LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

## HONGKONG—INTEREST ALLOWED.

## On Current Accounts at the rate of 2 per Cent. per Annum on the daily balance.

## ON FIXED DEPOSITS.

## For 3 months 4 per cent per Annum.

## For 6 months 4 1/2 per cent per Annum.

## For 12 months 5 per cent per Annum.

T. JACKSON,  
Chief Manager.  
Hongkong, 4th October, 1900. [17]

## HONGKONG SAVINGS BANK.

## THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

## INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

## Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

## For the HONGKONG AND SHANGHAI BANKING CORPORATION.

T. JACKSON,  
Chief Manager.  
Hongkong, 4th October, 1900. [18]

## BANKS.

## THE DEUTSCH-ASIAATISCHE BANK.

## PAID-UP CAPITAL Sh. Tael 5,000,000

## HEAD OFFICE—SHANGHAI.

## BOARD OF DIRECTORS: BERLIN.

## BRANCHES:

## Berlin Calcutta Hankow

## Tientsin Tsingtau (Kiautschou)

## LONDON BANKERS:

## Messrs. N. M. ROBINSON &amp; SONS,

## UNION BANK OF LONDON LTD.

## DEUTSCHE BANK (BERLIN), LONDON AGENCY.

## DIRECTION DER DISCONTO GESELLSCHAFT.

## INTEREST allowed on Current Accounts DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. SCHOTTLAENDER,  
Acting Manager.  
Hongkong, 8th February, 1900. [45]

## IMPERIAL BANK OF CHINA

## ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1890.



**VESSELS ON THE BERTH.**

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ANNAH"  
Captain Poydenot, will be despatched for the above ports on or about SUNDAY, the 4th November.

For Freight or Passage, apply to  
G. DE CHAMPEAUX, Agent.  
Hongkong, 30th October, 1900. [2]

**THE OSAKA SHOSHEN KAISHA, LIMITED.**

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU"

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 7th November.

For Freight or Passage, apply to  
THE MITSUBISHI KAISHA, Agents.  
Hongkong, 25th October, 1900. [2524]

**U.S. MAIL LINE.**

**PACIFIC MAIL STEAMSHIP COMPANY.**

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Nov. 8, at DAYLIGHT.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 8th November, at DAYLIGHT.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have the choice of San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th October, 1900. [3]

**NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBINATO) UNITED COMPANIES.**

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADELS, SUVA, PORT SAID, MESSINA, NAPLES, LONDON, and GENEVA, also YOKOHAMA, SHANGHAI, and HONGKONG.

YOKOHAMA, SHANGHAI, and HONGKONG, via SINGAPORE, PENANG, and BOMBAY.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BIRAGO"

Captain Mazzanti, will be despatched for the above ports on SATURDAY, the 10th November, at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 31st October, 1900. [7]

**VESSELS ON THE BERTH.**

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR MANILA

THE Company's Steamship

"CHANGSHA"

Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1900. [2587]

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA"

Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1900. [2536]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"CHUSAN"

Captain C. D. Bennett, B.N.R., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 10th November, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 29th October, 1900. [1]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain Ellis, will be despatched for the above ports on THURSDAY, the 15th November, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th October, 1900. [2739]

**CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.**

IN CONNECTION WITH THE

ATCHFISON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLEISLE CITY" On 20th Nov. 3,002 Tons.

THE Steamship "CARLEISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOI, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. [14]

FOR NEW YORK VIA BUEZ CANAL.

THE Steamship

"HILGLEN"

will be despatched for the above port on or about the 20th November, 1900.

For Freight, apply to

DODWELL & CO., LD., Agents.

Hongkong, 25th October, 1900. [2410]

**VESSELS ON THE BERTH.**

**ACCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.**

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, via THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPPIO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at NOON.

GABRIEL (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 5, at NOON.

THE Company's Steamship "COPPIO" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 17th November, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at this Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 24th October, 1900. [4]

**TOYO KISEN KAISHA.**

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 12, 1901, at NOON.

THE Twin-Screw Steamship

"AMERICA MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 24th November, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have the choice of San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 1st November, 1900. [5]

**VESSELS ON THE BERTH.**

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINGTU"

Captain Williams, will be despatched as above on SATURDAY, the 10th November.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1900. [2735]

**GLEN LINE OF STEAMERS.**

FOR NEW YORK.

THE Company's Steamship

"GLENHARRY"

Captain F. Gedy, will be despatched for the above port on the 25th November, 1900.

For Freight or Passage, apply to

MCGREGOR, BROS. & GOW, Agents.

Hongkong, 26th October, 1900. [2746]

**NOT RESPONSIBLE FOR DEETS.**

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.

STATE OF MAINE, American ship, Colcord.—Standard Oil Co.

HONGKONG.

Alashi Maru, Jap. str., 974, Suzuki, Nov. 3.

M. B. Kaisha

Amigo, German str., 771, Bonden, Nov. 1.

Johsen & Co.

Amping Maru, Jap. str., 1,058, Atsumi, Nov. 3.

Mitsui Bussan Kaisha

Belgian King, British str., 1,459, Weiss, Oct. 20.

Butterfield & Swire

Cathay, Russian steamer, 3,571, Jensen, Nov. 2.

Melchers & Co.

Changsha, British str., 1,463, Moore, Oct. 22.

Butterfield & Swire

Chelyard, British str., 1,574, Davies, Nov. 2.

Jardine, Matheson & Co.

Chingpin, British str., 2,360, Williams, Oct. 17.

Butterfield & Swire

Chowin, German str., 1,115, Morris, Oct. 30.

Butterfield & Swire

Chunang, British str., 1,418, Muir, Nov. 1.

Jardine, Matheson & Co.

Chunshan, British str., 1,282, Messer, Nov. 3.

Bradley & Co.

City of Rio de Janeiro, Amr. str., 2,275, Ward, Nov. 2.

M. S. S. Co.

Clara, German steamer, 975, Hansen, Nov. 3.

Johsen & Co.

Diamond, British str., 3,005, Goodwin, Oct. 20.

Butterfield & Swire

Empress of India, British str., 3,003, Marshall, Oct. 30.

C. P. R. Co.

Glamorganshire, British str., 2,823, Davies, Oct. 30.

Shewan, Tomes & Co.

Hallam, French steamer, 377, Marles, Oct. 31.

A. R. Marty

Hansa, German steamer, 1,300, Schall, Nov. 3.

Sander, Wierler & Co.

Hermes, Norwegian str., 840, Jensen, Nov. 4.



